

1 ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

2 PUBLIC HEARING

3 MAINTENANCE PLAN FOR THE ILLINOIS METRO-EAST ST. LOUIS
4 OZONE NONATTAINMENT AREA FOR THE 2008 8-HOUR OZONE
STANDARD

5 AND

6 THE
7 ILLINOIS EPA CERTIFICATION OF EMISSIONS STATEMENT
8 REQUIREMENT FOR THE 2008 OZONE NATIONAL AMBIENT AIR
9 QUALITY STANDARD

10
11 Hearing conducted at the Conference
12 Room at the Illinois Department of Transportation
13 Regional Office, 1102 Eastport Plaza Drive,
14 Collinsville, Illinois, commencing at 10:00 a.m. on
15 September 14, 2016, before Erin M. Panzau, Certified
16 Shorthand Reporter in and for the State of Illinois.

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H E A R I N G P A N E L

Mr. David "Buzz" Asselmeier,
Inventory and Data Support Unit Manager,
Bureau of Air;

Mr. David E. Bloomberg,
Manager, Air Quality Planning Section,
Division of Air Pollution Control, Bureau
of Air;

Mr. Scott A. Leopold,
Environmental Protection Specialist, Bureau
of Air;

Mr. Dean Studer,
Hearing Officer, Right-to-Know Coordinator,
Office of Community Relations.

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PUBLIC COMMENTS/QUESTIONS

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<u>EXHIBIT NO.</u>	<u>E X H I B I T S I N D E X</u>	<u>1ST REF.</u>
1	Notice of Public Hearing	10
2	August 12, 2016, Illinois Register, Cover, Index and Relevant Pages	10
3	Maintenance Plan for the Illinois Portion of the Metro-East St. Louis Ozone Nonattainment Area for the 2008 8-Hour Ozone Standard, AQPSTR, July 2016	10
4	Draft Undated Letter to Acting Regional Director Kaplan from the Acting Director of the Illinois EPA	11

(Exhibits retained by the Hearing officer.)

1 Collinsville, Illinois; September 14, 2016

2 10:00 a.m.

3 HEARING OFFICER STUDER: We'll go ahead and
4 begin. Good morning, my name is Dean Studer, and I'm
5 the hearing officer for the Illinois EPA. This
6 hearing is being held for the purpose of gathering
7 public comments on the draft "Maintenance Plan for the
8 Illinois Portion of the Metro-East St. Louis Ozone
9 Nonattainment Area for the 2008 8-Hour Ozone
10 Standard." We'll refer to this as just the
11 Maintenance Plan; and we're also incorporating into
12 this hearing comments are allowed on the "Illinois EPA
13 Certification of Emissions Statement Requirement for
14 the 2008 Ozone National Ambient Air Quality Standard."
15 We'll refer to that as the Certification of Emissions
16 Statement.

17 In the Maintenance Plan, Illinois EPA
18 requests that the United States Environmental
19 Protection Agency, USEPA, redesignate the Metro-East
20 St. Louis Nonattainment Area to attainment of the 2008
21 8-Hour Ozone National Ambient Air Quality Standard,
22 NAAQS, and sets forth additional information
23 supporting redesignation. The Maintenance Plan also
24 sets forth the State's plan for continued attainment

1 of the 2008 ozone standard for the area for a period
2 of at least ten years after USEPA formally
3 redesignates the area.

4 The Certification of Emissions
5 Statement contains verification that the Illinois
6 EPA's current emission statement program, also known
7 as the Annual Emissions Report, which was approved by
8 USEPA into the Illinois State Implementation Plan,
9 SIP, on May 15, 2002, that that remains in place for
10 all Illinois areas designated nonattainment for the
11 2008 Ozone NAAQS and certifies that the existing
12 emissions statement program meets the requirements of
13 Section 182(a)(3)(B) of the federal Clean Air Act, 42
14 USC Section 7511a(a)(3)(a).

15 The Illinois EPA intends to submit the
16 Maintenance Plan and the Certification of Emissions
17 Statement to USEPA as a revision to the Illinois'
18 State Implementation Plan, SIP, under the Clean Air
19 Act, CAA, 42 USC Section 7401 et seq.

20 This hearing is being held under the
21 provisions of the 35 Illinois Administrative Code 162,
22 *Procedures for Informational and Quasi-Legislative*
23 *Public Hearings*. Copies of these procedures can be
24 accessed on the website for the Illinois Pollution

1 Control Board at www.ipcb.state.il.us, or if you do
2 not have ready access to the web, they can be obtained
3 from me by request.

4 Illinois EPA staff present today will
5 introduce themselves and make a brief presentation.
6 Following this overview, I will allow the public to
7 provide comments and ask questions. The Illinois EPA
8 is also accepting written comments in this matter.
9 Written comments are given the same consideration as
10 comments made orally at this hearing and may be
11 submitted to the agency at any time within the public
12 comment period which ends on October 14, 2016. Any
13 person who wants to make oral comments may do so as
14 long as the statements are relevant to the issues that
15 are addressed at this hearing and such person has
16 indicated on the registration card that he or she
17 would like to comment. If you have lengthy comments
18 or questions, it might be helpful to submit them to me
19 in writing before the close of the public comment
20 period, and I will ensure that they are included in
21 the hearing record as an exhibit.

22 Please keep your comments and questions
23 relevant to the issues at hand. If your comments fall
24 outside the scope of this hearing, I may ask you to

1 proceed to another issue. All comments made during
2 the hearing or submitted in writing during the comment
3 period will become part of the official hearing record
4 and will be considered by the Illinois EPA. Cards are
5 available at the registration table, and you can fill
6 out a card if you have not already done so and
7 indicate if you would like to comment today. Anyone
8 who legibly completes a card or submits written
9 comments before the close of the comment period will
10 be notified by the Illinois EPA when the final
11 decision in this matter is reached. That notification
12 will also contain information as to how you may access
13 the agency responsiveness summary. In this summary,
14 Illinois EPA will respond to all relevant and
15 significant issues raised at this hearing or submitted
16 in hearing prior to the close of the comment period.

17 Again, the written record in this
18 matter will close on October 14, 2016. Therefore, all
19 written comments will be accepted as long as they are
20 physically received by Illinois EPA headquarters in
21 Springfield on or before October 14, 2016. During the
22 comment period, all relevant comments, documents, and
23 data will be placed into the hearing record as
24 exhibits. Please send all written documents or data

1 to Dean Studer. That's D-e-a-n. Last name is spelled
2 S-t-u-d-e-r, Office of Community Relations, Mail Code
3 No. 5, Regarding Metro-East Ozone Attainment Status,
4 Illinois Environmental Protection Agency, 1021 North
5 Grand Avenue East, P.O. Box 19276, Springfield,
6 Illinois 62794-9276. This address is also listed on
7 the public notice for the hearing today.

8 A court reporter is here today taking a
9 verbatim record of these proceedings for our
10 administrative record. For her benefit, please keep
11 the general background noise in this room to a minimum
12 so that she can hear everything that is said. I will
13 make arrangements to have the transcript of this
14 hearing posted on the Illinois EPA web page for this
15 proceeding.

16 While the issues raised today may
17 indeed be heartfelt concerns to many of us in
18 attendance, applause and other disruptive noises are
19 not appropriate during the course of this hearing.

20 Secondly, I ask that issues raised
21 relate to the ozone attainment status in the
22 Metro-East area or the Certification of Emissions
23 Statement. Statements and comments that are of a
24 personal nature or reflect on the character or motive

1 of a person or group of people are not appropriate in
2 this hearing. If statements or comments begin to
3 drift into this area or begin to drift away from the
4 issues involved with the attainment demonstration or
5 Certification of Emissions Statement, I may interrupt
6 the person speaking and ask that they proceed to the
7 next relevant issue.

8 As hearing officer, I intend to treat
9 everyone here today in a respectful and professional
10 manner as will the Agency staff here today. I ask
11 that members of the public do the same. If the
12 conduct of persons attending this hearing should
13 become unruly, I am authorized to adjourn this hearing
14 should such actions warrant. In such a case, Illinois
15 EPA would accept written comments through the close of
16 the comment period.

17 We do have a limited time in which to
18 conduct this hearing and are here to listen to
19 relevant issues associated with the attainment
20 demonstration and the emissions statement. You may
21 disagree with or object to some of the statements and
22 comments made today, but this is a public hearing and
23 everyone has a right to express their comments in this
24 matter.

1 When it is your turn to speak, please
2 speak loudly, state your name and, if applicable, any
3 governmental body, organization, or association you
4 represent. If you are representing yourself, you can
5 state that you are an interested citizen or just a
6 member of the public. Also, for the benefit of the
7 court reporter, please spell your last name. If there
8 are alternate spellings of your first name, you may
9 also spell your first name. Please speak loudly and
10 clearly so that an accurate record of your comments
11 can be made and everyone in the room can hear you.
12 People who have requested to speak will be called upon
13 in the order they have registered unless they have
14 other arrangements with the hearing officer.

15 Before we start with the Illinois EPA
16 presentation, I'd like to record preliminary documents
17 into the official record as exhibits. For the record,
18 Exhibit No. 1 is a copy of the Notice of Public
19 Information. Exhibit No. 2 contains the cover, index,
20 and pages of the August 12, 2016, *Illinois Register*
21 where the notice of public information was published.
22 Exhibit 3 is the Maintenance Plan for the Illinois
23 portion of the Metro-East St. Louis Ozone
24 Nonattainment Area for the 2008 8-Hour Ozone Standard,

1 AQPSTR 16-05, July 2016; and, finally, Exhibit 4 is a
2 draft undated letter addressed to Acting Regional
3 Director Kaplan, that's K-a-p-l-a-n, from the Acting
4 Director of the Illinois EPA. Other documents may be
5 entered into the hearing record as we progress today.

6 Are there questions as to how I will
7 conduct this hearing?

8 Okay. Let the record indicate that no one
9 raised their hand.

10 With that, I will have EPA staff with
11 me present today introduce themselves.

12 MR. ASSELMEIER: My name is David
13 Asselmeier. I go by the nickname of Buzz. I am the
14 Inventory and Data Support Unit Manager in the Air
15 Quality Planning Section of the Bureau of Air and work
16 for David Bloomberg.

17 MR. BLOOMBERG: I am David Bloomberg. I am
18 the Manager of the Air Quality Planning Section in the
19 Bureau of Air, the Illinois EPA.

20 MR. LEOPOLD: I am Scott Leopold. I am a
21 Meteorologist and Photo Chemical Modeler in the Air
22 Quality Planning Section, and I work for David
23 Bloomberg.

24 HEARING OFFICER STUDER: And with that,

1 Scott, why don't you start on the presentation.

2 MR. LEOPOLD: Thank you, Dean.

3 Good morning. I am here to present
4 information about the maintenance plan for the 2008
5 8-Hour Ozone Standard, which is 0.075 parts per
6 million, which is equivalent to 75 parts per billion.
7 The reason we have a maintenance plan is because it is
8 a requirement to redesignate to attainment. Four
9 requirements are posted here. The NAAQS for ozone has
10 to be attained, which we have done, and I will be
11 presenting a slide shortly that will illustrate that,
12 and the third bullet indicates that a maintenance plan
13 has to be approved, and that is part of what I am
14 presenting information on today.

15 Next slide, please. Within the
16 Maintenance Plan, we must have the following things:
17 Comprehensive emissions inventory of precursors of
18 ozone for the attainment year, a projection of the
19 inventory to at least ten years after redesignation,
20 we have to comment to operating an appropriate
21 monitoring network, we have to have the legal
22 authority, we have to have an emissions statement from
23 major sources submitted annually, we have to have a
24 motor vehicle emissions budgets for transportation

1 conformity for that same ten-year maintenance period,
2 and we have to have a commitment to revise the
3 maintenance plan as necessary eight years after the
4 redesignation.

5 Next slide, please. The nonattainment
6 area we are addressing today is the Metro-East part of
7 the entire St. Louis ozone nonattainment area. The
8 counties included on the Illinois side are Madison,
9 St. Clair, and Monroe Counties.

10 Next slide, please. This illustrates
11 the monitoring network within the St. Louis region
12 showing that there are a substantial number of
13 monitors both within the nonattainment area and near
14 the nonattainment area.

15 Next slide, please. This shows the
16 design values in parts per billion from the 2010 to
17 2012 period. This is the time frame in which we were
18 first designated as nonattainment. In this time
19 period, we had a number of monitors that were over the
20 75 part per billion standard with a maximum design
21 value of 86 parts per billion at the West Alton,
22 Missouri, monitor.

23 Next slide, please. And this shows the
24 design values for the three most current full years of

1 data, and that is 2013 to 2015, and all of the
2 monitors in and near the nonattainment area are now
3 attaining the standard. The maximum value of design
4 value at this -- for this three-year period is 71
5 parts per billion.

6 Next slide, please. This represents an
7 analysis that was done for us by the Lake Michigan Air
8 Directors Consortium, or LADCO, and it's a complicated
9 statistical analysis that normalizes the
10 concentrations to specific types of weather
11 conditions; that is, each of these lines represents
12 ozone concentrations over a 16-year period for similar
13 weather conditions. What this analysis does is to
14 assess whether ozone concentrations are going down as
15 a result of emissions reductions or whether they are
16 meteorologically related; and since these lines are
17 all going downward over this period with similar
18 meteorological conditions, we can say that ozone
19 concentrations in the Metro-East area are decreasing
20 because of emission reductions.

21 Next slide, please. And now
22 Mr. Asselmeier will address the emissions inventory
23 and conformity portion.

24 MR. ASSELMEIER: Next side, please. Scott

1 indicated in one of the other parts is we have to put
2 together a maintenance emissions inventory, and that
3 has to be for one of the years that we used for the
4 monitoring data that we were in attainment, so we used
5 the 2014 year for the base year inventory. What the
6 inventory includes is practically everything that
7 emits in the area, which we'll classify into four
8 major areas.

9 First being point sources. You can
10 think of those as the big industries, companies,
11 things like that. Where we get our data from them is
12 through annual emission reporting, maybe some existing
13 data if they have applied -- you know, permit
14 applications, things like that.

15 Area sources can be the small, little
16 industries if you think of -- rather than permit every
17 single dry cleaner out there, we can treat them as a
18 group. It can be personal products. It can be
19 agricultural pesticide application. Again, things
20 you're not really permitting but affect a lot -- that
21 are a lot in number. Typically, how we calculate
22 emissions for those, there are standard emission
23 factors, and what those do is relate some activity.
24 It could be population, it could be employment, amount

1 of fuel burned; and by that factor, it will say you
2 can calculate emissions.

3 We also have on-road motor vehicle
4 emissions: Cars, trucks, motorcycles you're all
5 familiar with. That -- the emissions from those are
6 calculated using a computer program provided by USEPA
7 called MOVES, and this version was the 2014 and was
8 actually 2014-A is what we used.

9 We also inventory off-road motor
10 vehicles, again, tractors, combines -- it doesn't
11 apply for the ozone season, but snowmobiles, lawn
12 mowers, things of that nature. Those are also
13 calculated using the MOVES model. The MOVES model
14 does not calculate that other category for
15 locomotives, commercial marine vessels, you know,
16 barges on the river, and aircraft. There are other
17 methods and other studies and emission factors that we
18 use to calculate those emissions.

19 Next slide. So that was the 2014 base
20 year inventory. For the maintenance inventory, we
21 have to do an inventory that is at least ten years in
22 the future, and ten years is the requirement through
23 this, but the little, I'll say, twist on that is ten
24 years after USEPA approves our redesignation request.

1 So not knowing when they're actually going to approve
2 it, we have projected all the way out to 2030.

3 And how you do that is what we -- kind
4 of simple term we use, we say we grow the inventory.
5 Now, grow in some cases means emissions increase.
6 Growth can also be negative. There may be new
7 regulations coming in future years. There may be
8 companies shutting down. There may be types of
9 businesses that we envision or didn't envision that
10 are coming in. So these growth factors are,
11 basically, economic-based, population, the new
12 regulations, and shutdowns.

13 Where we receive this mainly for this
14 case was that USEPA had produced growth factors and
15 had done their projections for their ozone transport
16 modeling, and that was made available through their
17 NODA, which is N-O-D-A, which is Notice of Data
18 Availability for this project. So for our point and
19 area sources we used those growth factors or that
20 growth methodology from that project. That project
21 only projected out until 2025, so we use the same
22 growth rate as what they had from roughly 2020 to 2025
23 and kept on projecting at the same rate to 2030. Some
24 of the things they were using and their predictions,

1 we may not have agreed with completely, more in the
2 realm of power plants, of what may shut down, what
3 fuels they may be switching to. So we did not always
4 use their cases of what they thought was going to
5 happen.

6 For the St. Louis area, which is what
7 we're talking about, we didn't really have any
8 problems. That ran more into the Chicago
9 nonattainment area. For the on-road and off-road
10 motor vehicle sources, we used the MOVES model to run
11 and use the future years on that; and, hopefully, when
12 we do this growth, the future year is less than the
13 base year, and that makes everybody happy, and you can
14 proceed on the redesignation request.

15 So next slide. So what I have here is
16 what we have projected from our base year, of course,
17 on the left all the way up to 2030 on the right, and
18 so that is for nitrogen oxide emissions, and we
19 usually express this in terms of tons per day. Again,
20 we're worried about hot summer days, not the full
21 annual year.

22 Next slide. And then, also, we had the
23 same thing here for volatile organic material, VOM,
24 which again shows yes. So what we have here is

1 emissions are going down.

2 Okay, next slide. Now, as part of the
3 redesignation request, you have to set the budgets for
4 conformity, and that is for on-road motor vehicles;
5 and what conformity is, is Clean Air Act requirement,
6 and it is meant to also cover cases where federal
7 transportation or other projects like that may impact
8 or affect against -- it could be positive; it could be
9 negative -- against what the State EPA is doing. So
10 what we are doing in this case is with our predictions
11 of our -- of what the emissions could be in 2030, that
12 effectively sets a cap on what the future emissions
13 could be or are to be in the St. Louis nonattainment
14 area, Metro-East nonattainment area in the future. So
15 that is where we also have to work with East-West
16 Gateway, other entities like that, to make sure that
17 if for some reason maybe, you know, we're putting
18 in -- the feds are putting in new interstate or
19 expanding lanes or doing something that may affect
20 increase in emissions, that affects our maintenance
21 plan, so we want to make sure that things that any of
22 the federal government is doing does not affect our
23 maintenance plan.

24 Next page, next slide. So in that

1 case, we have been working together with the East-West
2 Gateway in our consultation meetings. We've exchanged
3 data on inputs into the MOVES model. We both run the
4 MOVES model. We do not necessarily come up with the
5 same results. That's neither good nor bad. They have
6 access to much more detailed data and transportation
7 plans and designs, and that we don't have, and that we
8 don't usually typically worry about. So if there's
9 any huge differences, we try to work these out with
10 consultation meetings, with exchange of data, well,
11 what did you use for this value, that value, so on and
12 so forth; but, nonetheless, we will not agree 100
13 percent; so what we do is we apply a safety margin;
14 and so, hopefully, we still have decreases in
15 emissions that we can give a little bit of a buffer to
16 the on-road portion of the inventory and the
17 maintenance plan that can account for unforeseen
18 changes or any differences we've had before.

19 Next slide. So what we have done, the
20 safety margin is what we have called it, that is the
21 difference between the 2014 and the 2013 (sic) values
22 of the inventory, and what we did is we just took a
23 percentage of that amount, and we took different
24 percentages for each pollutant. In this case we used

1 50 percent for NOx, 40 percent for VOM, and we added
2 that to the emissions inventory, to the maintenance
3 plan. So, again, we want to have some available for
4 on-road to grow in that time and make sure the numbers
5 will not affect our maintenance plan. So, again, what
6 we originally started with, again, for VOM, for
7 example, in 2030 was 3.75 tons per day, we added in a
8 safety margin of 5.3, so now we're saying the budget
9 is 9.05 tons per day. Same calculation methodology
10 for NOx.

11 So next page. So what we've come up
12 with is now you've heard me talk about point, area,
13 on-road, and off-road. For this slide, I have now
14 added in that little safety margin. So, as you can
15 see for the left two columns for NOx, certainly 2030
16 is still very much under the 2014 value, so we are
17 good there; and for -- also for VOM, on the right two
18 columns, we are still even with that safety margin,
19 still very much under the 2014 value for our future
20 year. So, again, we are saying yes, we can live with
21 what conformity numbers we have put in there and the
22 budgets and they still meet our maintenance
23 requirements for the inventory, and that is all I had
24 on the inventory and growth.

1 The other thing we are here for is for
2 also to recertify the emissions certification, and we
3 call that the Annual Emissions Report. It's a federal
4 requirement that we certify that we have this. Our
5 current annual emission reporting rule, a requirement
6 we've had for many years, the first year was 1993, so
7 it's been going on.

8 The current requirement is that every
9 source that is either subject to Title 5, the Title 5
10 permitting requirement, the -- has total allowable
11 emissions of over 25 tons per year, or that is in an
12 ozone nonattainment area and has potential emissions
13 of NOx or VOM over 25 tons per year has to fill out
14 what we call the long annual maintenance report form,
15 and that is one that report plant totals, hours of
16 operation, detail on every emission unit they have.
17 That also includes ozone season emissions. We use
18 peak ozone season: June, July, and August. Again,
19 that is part of the SIP, part of the administrative
20 reporting requirement. USEPA expects us to have that
21 in there. We are a little bit more -- our requirement
22 is a little bit more stringent than what USEPA
23 requires. They are more for the nonattainment areas
24 only where they require this. Our statute for the

1 annual emissions reporting rule applies this to the
2 full state; and, again, we are not proposing to change
3 any of that. Our current rule and regulation meets
4 the requirements of USEPA for both the Chicago and the
5 Metro-East nonattainment areas, and so we are going
6 with that, but because of what the redesignation has
7 to include, we are including this along with the
8 redesignation. Again, the rule is not changing. It's
9 just we have to include this with the redesignation,
10 and I believe that is all I have. Okay.

11 HEARING OFFICER STUDER: All right. With
12 that, I'll go ahead and open it up for questions. I
13 believe the first person that had indicated they may
14 have questions was Brenda Carter.

15 MS. CARTER: I do not have any questions at
16 this time.

17 HEARING OFFICER STUDER: And for the record,
18 it's the normal spelling of Carter.

19 Brad Sims.

20 MR. SIMS: I'm Brad Sims, that's S-i-m-s.
21 It should be a simple question. Who is the East-West
22 Gateway?

23 MR. BLOOMBERG: It is the East-West Gateway
24 Council of Governments, and it is an organization,

1 they are based in St. Louis, but they cover both the
2 Illinois and Missouri side. They work with the
3 Illinois government, the Missouri government, many
4 local governments. They have many goals. In
5 particular, though, related to this proceeding, they
6 are the organization that handles conformity,
7 transportation conformity.

8 MR. SIMS: Thank you. No more questions.

9 HEARING OFFICER STUDER: Okay. Is there
10 anyone else in the room that had questions if they
11 would like to present or ask?

12 Nope?

13 MS. FRENCH: I do, actually. I'm kind of
14 curious what --

15 HEARING OFFICER STUDER: Okay. Can you
16 give your name and spell it.

17 MS. FRENCH: I'm sorry. Dana French, normal
18 spelling, D-a-n-a, French.

19 My question is, I guess, just if you
20 can explain a little bit what some of the assumptions
21 were in how the NOx emissions are going to go down, if
22 it was mostly mobile reductions due to standards that
23 are coming for mobile sources or if it's more pointed
24 towards stationary sources.

1 MR. ASSELMEIER: For the most part -- and I
2 brought up the NOx slide there again, so the bottom
3 point, the blue line, would be the point sources, the
4 industry, companies, things like that. You can
5 certainly see a decrease between 2014 and 2020; and,
6 yes, that is where we have accounted for the shutdown
7 of the Wood River power plant.

8 MS. FRENCH: And that's the big one?

9 MR. ASSELMEIER: That's the big -- well, in
10 certainly the point source, the big one. I don't have
11 the exact numbers, but you can see 2020, 2030 kind
12 of --

13 MS. FRENCH: Pretty far out.

14 MR. ASSELMEIER: -- for point source pretty
15 close to the same, but, again, that's the big source
16 in the area. What USEPA did with that ozone study,
17 most of their data had just, I'll say, normal point
18 source, not growing much or at all. They had more for
19 fuel combustion, they may have had some growth, so,
20 again, maybe a little bit with refineries and engines
21 and boilers of that nature. Area source doesn't
22 usually typically emit a lot of NOx, so you're not
23 really going to see much change there. Where you do
24 see a lot of the NOx reductions are on the on-road and

1 off-road. Again, with different fleet standards
2 coming in, car, truck turnover, any new standards that
3 the federal government has implemented or will be
4 implementing, that is where you're going to see a lot
5 of those reductions come from. I do not believe, and
6 I don't remember anything from any other additional
7 rules we had proposed or coming or --

8 MR. BLOOMBERG: There are no state rules
9 that would particularly impact on the books, nothing
10 planned -- that's not entirely true. We have NOx RACT
11 rules that did. The compliance date was 2015, so
12 there is some reduction in industrial NOx at that
13 point. I forgot the start of the 2014 there.

14 MR. ASSELMEIER: Right, but, again,
15 depending upon some of that, we may not necessarily
16 always include all the reductions in our projections
17 if we're -- I mean, as you can see, we're meeting the
18 required NOx reductions by a huge amount, so we don't
19 want to get in a case where we're cutting down very
20 fine detail or limiting ourselves. We want to have
21 some room for growth if there is some new project or
22 plant that comes into this area in 2020, 2030 that we
23 didn't plan for. We would still want to have some
24 room for growth that we don't handcuff ourself.

1 MR. BLOOMBERG: But I think the short
2 summary answer, the shorter summary answer to what
3 you're asking is I think it's mostly on-road.

4 HEARING OFFICER STUDER: For the record,
5 David, it was NOx Red, NOx reduction?

6 MR. BLOOMBERG: NOx RACT, R-A-C-T, which is
7 Reasonably Available Control Technology.

8 HEARING OFFICER STUDER: Any other questions
9 or comments?

10 MR. SIMS: Brad Sims again, S-i-m-s.

11 On the next slide, I think it was, the
12 VOC emissions.

13 MR. ASSELMEIER: Yes.

14 MR. SIMS: VOM.

15 MR. ASSELMEIER: Yeah.

16 MR. SIMS: Can you talk a little bit about
17 on-road and things like E15 fuels. Are those part of
18 this modeling? Is there anything assumed as far as
19 emission impacts from that?

20 MR. ASSELMEIER: I do not know off the top
21 of my head. I do not run the MOVES model, and I am
22 generally familiar with it, but that is something I'd
23 have to check on. I'm, again, not completely sure,
24 but I think for the 2014 version of MOVES, they may

1 have included the ability for E15, but I am not -- I
2 will have to check on that. Certainly E85, electric
3 vehicles are in there.

4 MR. BLOOMBERG: I suspect the largest reason
5 for the reduction is the Tier 3 vehicle standards.

6 HEARING OFFICER STUDER: For the record,
7 before this is submitted to USEPA or at the same time
8 this is submitted to USEPA, we will have a
9 responsiveness summary and will respond to that issue
10 in the responsiveness summary is how these are handled
11 when there is no answer -- definitive answer given at
12 the hearing.

13 Any other questions or comments?

14 All right. I thank you for your
15 attendance, and I thank you for being here today.
16 This hearing is adjourned, and I remind everyone that
17 the comment period will remain open for written
18 comments through the 14th of October. Thank you.

19 (Whereupon the hearing was
20 concluded.)

C E R T I F I C A T E

I, Erin M. Panzau, CSR, RPR, and Notary Public
duly commissioned and qualified in and for the County
of Madison, State of Illinois, DO HEREBY CERTIFY that
the foregoing proceedings, consisting of pages 1
through 29 inclusive, was reported by me in machine
shorthand and transcribed by me and is a true and
accurate transcript of the proceedings held at
Regional Conference Room at the Illinois Department of
Transportation Regional Office, 1102 Eastport Plaza
Drive, Collinsville, Illinois, on September 14, 2016.

I hereby certify that I am not of counsel, not
related to counsel or the parties hereto and am in no
way interested in the outcome of this matter.

IN WITNESS WHEREOF, I have set my hand and
affixed my Notarial Seal on September 14, 2016.

ILLINOIS LICENSE NUMBER: 084-004263
MISSOURI LICENSE NUMBER: 850(G)

Erin M. Panzau, CSR, CCR, RPR